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Intimations.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:-

THE VICTORIA DISPENSARY,
HONGKONG.

[217]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOID and ULCERATION
of the BOWELS.Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale.

by

THE PETER SYS COMPANY,

(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898.

[212]

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS,
&c., &c., &c.

Cost Port Orders Executed.

ACHEE & CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

[1239]

SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN

Capital 1,300,000

Head Office: 15, Avenue Matignon, Paris

WORKS IN EUROPE

at Bordeaux (BACALAN), France

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Railways and Tramways, Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels
and Axles combined, Permanent Bridges for Railways, Permanent and portable (camou-
table) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamships,
Boilers and Steam Engines, Dredgers.

CONTRACTORS

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Railways and Tramways

M. Oppenheimer & Co., Paris.

TUITION IN DANCING.

M. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send Applications Early in order that
Time and Terms may be arranged.

A. HAHN,

No. 10, Ice House Street,
Hongkong, 21st October, 1899. [1330]F. CAZANOVE,
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GOLD MEDALS

Bordeaux, 1882. Paris, 1889.

LIQUOR

OF THE REVEREND FATHER

A. KERMANN.

This ELIXIR is employed with
success to reduce the FORCES
of the STOMACH and FACILIT-
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TONIC WINE

Of the Rev. Father A. KERMANN

MOZA-KINA of Dr. GOLL.

CREME DE MANDARINE.

AVELINE ANISEITE SUPERFINE.

Apply to

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Head Office:- TOKIO.

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LONDON, NEW YORK, BOMBAY,

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Mitki Coal Mines.

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No. 1, Ohtsuji Coal Mines.

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Mitsui Bussan Kaisha, Ltd.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

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Kangadachi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mike Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

Mitsui Bussan Kaisha,

K. HASEGAWA,

Manager.

Hongkong, 16th August, 1899. [14]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

Sole Agents in the East for the famous

CLERMONT, HUMBER and GLADIATOR Co., Ltd.

DUNLOP TYRES' BICYCLES-PRICE...\$100.

A special reliable Watch made for this Climate.

Quality A.....\$16

Quality B.....\$12

40, QUEEN'S ROAD,

Watson's Building.

KUN & KOMOR

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

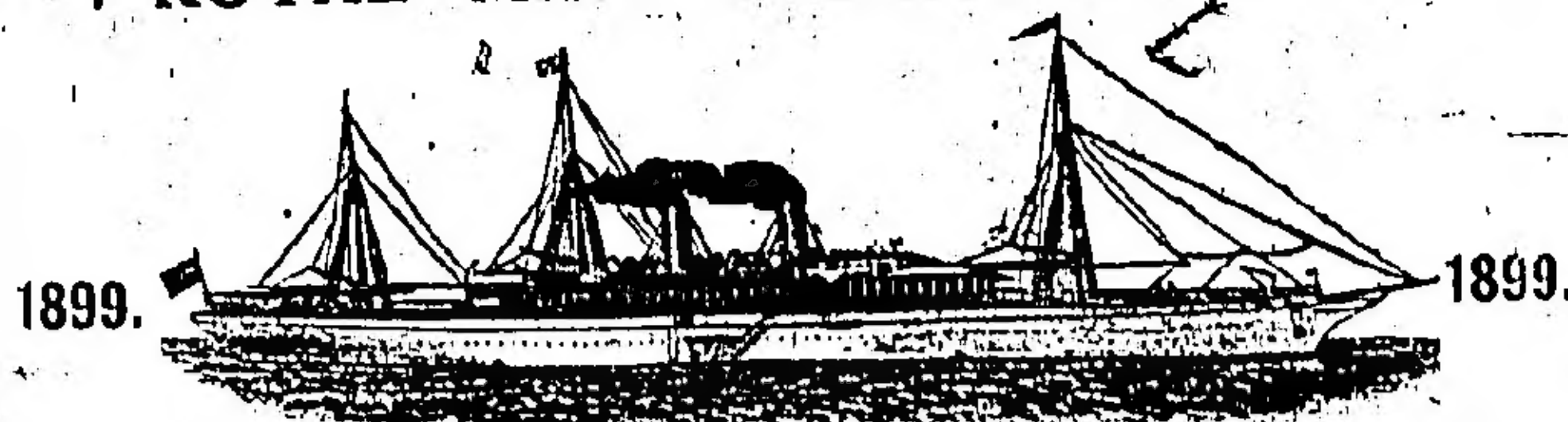
35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KORE.

Hongkong, 15th March, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 20th Dec., 1899
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 17th Jan., 1900.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th Feb., 1900.The magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Fidlers Street.

Hongkong, 27th November, 1899.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.Lady Joyce 1,394 about Dec. 4
Strathgyle 1,502 about Dec. 13
Aurora City 1,502 about Dec. 31

THE Steamship

"LADY JOYCE,"

will be despatched for SAN DIEGO VIA

NAGASAKI, KOBE, YOKOHAMA and

HONOLULU, on MONDAY, the 4th Dec.,

at Noon.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents,
Hongkong, China and Japan.

Hongkong, 29th November, 1899. [1130]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Queen Adelaide 2,832 [F. McNair] Dec. 2

Saint Irene 1,877 [W. Attree] Dec. 20

City of Dublin 3,338 [J. R. Rae] Dec. 30

Hreconshire 3,557 [G. E. Elliott] Jan. 13

* Calling at AMOY.

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGA-

TION COMPANY.

Munmouthshire 2,874 [W. A. Evans] Dec. 23

Abergeldie 3,777 [J. Murray] Jan. 27

THE attention of Passengers is directed to

the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-

bles. DOCTOR and STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route

Passengers to EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

the steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED.

General Agents.
Hongkong, 1st December, 1899. [14]THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"CLYDE"

Captain C. T. Denny, R.N.R., carrying Her

Majesty's Mails, will be despatched from this

for BOMBAY, &c., on SATURDAY, the 9th

December, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.
Hongkong, 27th November, 1899. [5]OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu) Saturday, 23rd Dec.,

at Noon.

Coptic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu) Saturday, 20th Jan.,

1900, at Noon.

Gaelic (via Shanghai,

Nagasaki, Kobe, In-

land Sea, Yokohama

and Honolulu) Tuesday, 13th Feb.,

1900, at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on SATURDAY, the 23rd December, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and NORTHERN PACIFIC Railways; also the

CANADIAN PACIFIC Railway on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railways, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

day; all Parcel Packages should be marked to

IMPERIAL DECREE.

20th November.

THE LATEST ACT OF PATRIOTISM.

(1) The Grand Secretary Kuan Kung (Manchu), President of the Bureau Compiling the Collected Institutes of the Dynasty, reports that filled with patriotism and loyalty, the compilers have succeeded in economizing expenses and making re-entrainment on the ordinary outlay to the total amount of over £16,000, which the said compilers desire to return to the Imperial Exchequer in view of the financial difficulties of the Government instead of retaining the money saved for their own benefit. We greatly commend this action of the members of the said Bureau and command that the money saved by them be handed to the Board of Revenue.

THE TRADE OF CHINA: HOW TO DEVELOP IT.

INTERVIEW WITH MR. C. T. GARDNER, C.M.G.

"Abolish the like, the salt monopoly, remove the prohibition against the export of grain, reform the administration of the country, and open the country to British capital and energy by permit British subjects to obtain railway and mining concessions, to engage in manufactures, and lease agricultural land in the interior, and then only," said Mr. C. T. Gardner, C.M.G., to a *Full Gazette* representative, "can we hope for a perfectly satisfactory trade with China."

Few men living have a better right to be heard upon this subject than Mr. Gardner, a singularly vigilant and active-looking man, having regard to the length and nature of his experience amongst the Chinese. He entered the Consular service in 1861, became Consul at Kienchow in 1877, acted as Consul-General in Korea, and was more recently at Amoy. "How," he was asked, "do you hope these reforms may be obtained?"

"Formerly," he replied, "we supposed that the Chinese would be swayed by the same arguments that bring conviction to our own minds; we supposed that, once we could persuade the Chinese governing classes that a certain course would be beneficial to their country, the difficulties in the way of that course being adopted would be done away with. Most of us are now aware that this supposition was an illusion. The Chinese governing classes are not swayed by the good of their country, but by thoughts of their personal interest. Of two things there can be no doubt; first, the existence of the fact; secondly, that in persuading the Chinese to a certain course we must bear this fact in mind, and modify our mode of argument accordingly. Take one point for example. Pressure, which is resented by the governing classes of most countries in the world, is often welcomed, and even sometimes solicited by the Chinese."

Mr. Gardner elaborated this point, and pressed it. Some ludicrous examples of the way in which the Chinese beg, pray, and entreat to be pressed he mentioned. He had been brought by Chinese witnesses to torture them before they gave evidence which would raise against them the enmity of the people injured by their evidence. If they only appeared to yield to the torture it would be all right. He had known them to refuse to save drowning people because of the idea that as there was always a certain number of ghosts of drowned persons the ghosts would bear them a grudge. So pressure had to be applied to save them. In one important instance a Viceroy had said he could only yield if he was enabled to say that the British representative had threatened to blow up the place. So this fiction was permitted. Individual resentments were far more formidable to Chinese officials than to officials of other countries; by such resentment a Chinese official was not only exposed to the loss of place and fortune, never very secure, but his family and clan might be exposed to poverty and even personal outrage.

"To obtain these reforms," continued Mr. Gardner, "it will not only be necessary to put a certain amount of pressure on the officials of Peking and the provinces, but to secure such officials against the enmity of their own people. We shall also have to support them against the resentment of others, and perhaps even against the resentment of foreign Powers, who may press for exclusive advantage, or who may wish for the disintegration of the country. If the United States, as far as China is concerned, will throw in their lot with us, and will co-operate with us in putting the necessary pressure on China, and in guaranteeing that the officials shall not suffer by following the advice of the British and Americans, then we could probably go full steam ahead without waiting. If we fail to obtain American co-operation, while there would be no need to despair, the course of reform would be slower. If Great Britain and the United States join together in the unselfish policy of insisting that China shall be well governed, so that China may become wealthy and prosperous and in a position to purchase the products of all nations, and on condition of such good government, will support the officials and the country from disintegration, it is probable most foreign Governments would acquiesce, and that none would resist the reforms, at least openly."

"But with regard to the policy of the open door" was hinted.

"The policy of the 'open door,' he said, "is not necessarily incompatible with that of 'spheres of influence.' To the whole Empire there should be the 'open door' through which the manufactures of all nations of the world should be allowed to enter on the same terms, and through which, also, on the same terms, the product of China should be allowed to go to all parts of the world. From province to province, from district to district, there should be open doors through which both foreign and native goods should pass freely. This would not militate against the subject of special powers being given in specialized localities, special railway and mining concessions. Such special powers may be called 'spheres of influence.' There is no great harm to be apprehended from China in consultation with Great Britain—the United States, Germany, Russia, France, and the other Powers specializing the localities in which she will grant railway and mining concessions to each of the various foreign Powers. In this connection it is highly desirable to induce the Chinese Government to inaugurate services on the lines of the Imperial Maritime Customs to administer and regulate railways, mines, manufactures, and agriculture—boards of trade, in fact, which might either be placed under the present Inspector of Customs, or which might be governed in the way the maritime customs is governed by independent inspectors, assisted by a cosmopolitan staff of natives and occidentals."

Some further interesting information was obtained in the course of interview. The soil of China is now known to be more, not less, fertile than was thought. Now that the whole of the country has been traversed, it is known that it is remarkably fertile, and capable of producing all the vegetable products of which the world stands in need. It is remarkably free from desert tracts. Besides, it is a richer mineral wealth than was supposed. Coal is now known to exist in almost every one of the provinces. Yet if a few mines

worked in primitive native fashion were excepted, the only work being done was at Kaiping, and he went on, in fashion to make the glorifying capitalist's teeth water, "I don't exist all over the country. The hill of iron—Tieh-Kang-shan—between Kikang and Hankow is said to be the richest and most extensive iron field in the world. Gold is washed from the river below Ichang, proving the existence of goldfields above that port; mercury, copper, tin, silver, lead, and other valuable minerals have been found in many of the provinces; at present they are unworked."

"And the way to tap these mighty resources?"

"Abolish the like," Mr. Gardner repeated with emphasis, "and reform the administration. Let me say this to you: the people, having no confidence in their courts, fight their own wrongs, and indulge in clan fights, which are most inimical to trade and industry. These clan fights swell into brigandage and piracy; all over the country they lead to the destruction on small and large scale of growing crops and property. When these clan fights assume large proportions they are mentioned in newspapers; but it is the infinite number of small clan fights that pass unnoticed that do the greater mischief in sapping the wealth of the country. Close to Amoy clans have begged British subjects not to destroy the tigers in the neighbourhood, because the presence of these tigers intimidate hostile clans from devastating their sugar crops at night-time."

"Rather a strong attitude that?"

"Well, yes. When people are willing to entrust the tiger to their police work—there is no hyperbole in what the Chinese say that it is less dangerous to enter a tiger's den than a Chinese court of law."

"Then as to the present political situation in China?"

"Oh, thank you, I do not go into that."

Full Gazette

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

claimed at the Post Office:—

Heck & Co., Leopold, E.

Brooks, Captain J. S. Marti, A. B.

Dingham, J. E. Barker, A. M.

Haber, Miss Z. Marthens, A. H.

Blum, M. Moser, H. E. H.

Hirt, E. C. McKay, A. A.

Buchanan, Mrs. E. MacDonald, Mrs. E.

Howman, W. Moane, G. H.

Bingham, Mrs. McLeod, Mr. and Mrs.

Morowdale, J. T. Moldajad, P.

Breitag, Mrs. L. Martini, Sig.

Bewick, P. M. Mitchell, J. P.

Bowly, Miss. McCoy, J. P.

Bandarera, H. Maxwell, J. P.

Boisard, H. McGilvray, D.

Brownlow, E. D. Monsarrat, F. G.

Baron, W. T. McClelland, Miss

Bruckendorff, A. Morris, R.

Busch, Mrs. C. M. Nathan Sons, N. P.

Cohen, M. G. Nivon, L.

Caldie, Miss. Odlin, U.

Crawford, F. O. Poincili, C. H.

Cong, G. Petschak, M.

Chubb, A. Portus, L. L.

Camillo, C. Pantoch, T.

Charoussot, P. Partridge, C.

Colant, Miss M. Piemonge, T. F.

Chanson, Minc. Pachey, Mons.

Clemens, Mrs. J. Prynn, F. I.

Crowe, Miss P. Pelley, E. L.

Cooke, D. Paulsen, Dr. A.

Clarke, S. J. Piesse, C.

Cowell, J. Pierce, Mrs. P.

Carson, E. Powell, H. G.

Cook, Miss H. C. Rotenberg, K.

Charles, W. D. Reynolds, J.

Canezari, M. Reyes, G.

Cardwell, Mrs. H. R. Rogers, Major A.

Duncan, Mrs. J. A. Rouget, J.

Debeaux, R. Rotstein, B.

Dadre, Mons. Rutin, F.

Dubbers, A. Reiber, F.

Dalton, E. C. Riccardo, P.

Dark Yeona, Mons. Roberts, Mrs. D.

Dahl, L. Saurers, A.

Deso, D. Spallan, Miss A.

Eford, Mrs. C. Spallan, D. E.

Francis, Mr. Spallan, D. C.

Finnaki, L. Stenon, J.

Forsida, A. Stanley, J. W.

Fondy, C. F. Schustermann, V.

Forster, R. C. H. Sait Mian Abdu

Graham, Miss L. Karim Ah-

Guerra, T. mohamed

Glasse, Mr. Strongfield, Sir M. K. Y.

Gough, W. Sydney, W. A.

Galt, L. Spate, G.

Golzstein, M. Steinhagen, Marie

Goldenberg, Miss B. Stone, Miss J.

Gronnhagen, Mr. W. Steberg, Capt. T.

Gohde, Mrs. G. Thomson, R.

Goldstad, L. T. Troes, M. P.

Harding, W. A. Taber, Miss H.

Hart, Miss M. Thompson, C. H.

Harvey, Mrs. C. Thompson, H.

Hudson, Lt. A. K. Thomas, L. P.

Hesken, S. B. Voebel, R.

Hesken, S. B. Vernon, A.

Hesken, S. B. Vaughan, J. D.

Hesken, S. B. Willoughby, Capt. J. T.

Hesken, S. B. Wilkens, H.

Hesken, S. B. Weismann, B.

Hesken, S. B. Watson, E. R.

Hesken, S. B. White, J. B.

Hesken, S. B. White, S. S.

Hesken, S. B. Whitelaw, W. R.

Hesken, S. B. Williamson, R.

Hesken, S. B. Wing Hup

Hesken, S. B. Windrich, K.

Hesken, S. B. Weil, R.

Hesken, S. B. Young, G. W.

Hesken, S. B. Young & Lawson,

Hesken, S. B. Messrs.

Hesken, S. B. Zulfari, F.

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Hesken, S. B. Zulfari, F.

Khan, Mehta. Weisman, B.
Legner, H. L. Yamada, C.
Lindsay, J. Buchanan.

List of Registered Covers for Merchant

Ships.

S.S. Changsha C. F. Moule.
S.S. Calcha J. Williams.
S.S. Formosa T. E. Gill.
S.S. Idomeneus H. Lunt.
S.S. Looch H. Menus.
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